

Includes R4's 2012 Award Winners

You Get More With Region Four

By Nathan Lee

It is an awesome responsibility we carry at UDOT to provide safe and efficient transportation systems for the citizens of this great state and all those who choose to explore its vast resources. Region Four just released it's 2012 Performance Model. You can view the model at <http://www.udot.utah.gov/go/region4>. This persuasive docu-

also continues to decrease the amount of accidents on Utah highways. Fatalities in Southern Utah dropped 12% last year, compared to 8% statewide. This is a notable achievement toward everyone's goal of Zero Fatalities.

While overall safety is improving, there has been a 60% increase in preventable accidents in the past four years. The ma-



ment highlights achievements, identifies challenges, and defines measurable goals. It is intended to build customer confidence in our employees and the work you do.

Over the past four years employee injuries have dropped 27%. That's over 6% less employees getting injured on the job each year! Your great efforts to work in a safe manner and develop safety improvements on our highways

"I encourage you to enhance new ideas that emerge and continue strengthening existing performance goals."

jority of these accidents were classified as operator error and may represent risky behaviors. I envision our great employees engaged in helping and protecting each other more than ever

before. **I have issued a personal challenge to each of us to be more safety conscious "It is Behavior Based Safety".** Safety, just like Zero Fatalities, is a goal that we must continually strive to improve to avoid complacency in our work. This goal will focus on developing behavior based safety as a way of life.



Behavior based safety

combines three

measurable components:

The person

Their environment

Their behavior

The vision of Region Four has been elevated to new heights, by those who see the challenges ahead, and who set a course to meet those challenges. This is a model for greatness, and Region Four has the experience to lead the way.

A special thanks to all those who worked on the Region's improvement team to make the Performance Model more useful. Thank you to Rick Torgerson for leading that group. It is an honor to serve with such a great Region Team!



Good Luck Rick! (see page 12)

Huntington Canyon Flood

By Daryl Friant



On August 1, 2012 a thunderstorm hit the recently deforested Seeley fire area in Huntington Canyon. Because of the fire damage, significant flooding occurred, resulting in erosion damage on state

Route 31, as well as burying the road with debris up to 6 feet deep in places and trapping motorists in Huntington Canyon. This storm rendered SR-31 impassible from approximately milepost 18 to milepost 37.

After an evening of aiding public safety efforts to provide emergency passage for trapped motorists and setting up

appropriate traffic restrictions for potential travelers, employees spent the day after the storm assessing the damage and quickly putting together a plan to repair the road and ensure passage



for the traveling public. A.J. Rogers, Jim Chandler and Michael Stuart were instrumental in orchestrating this plan.

Personnel from the Huntington shed as well as several neighboring maintenance sheds secured additional rental equipment from local contractors in a joint effort to clean and repair SR-31, as well

as take care of other emergency needs that arose within the Huntington area.

Within one week of the storm, the Huntington Crew, with the help of many others from neighboring crews, were able to have SR-31 opened and safe for the traveling public. These people deserve recognition for the efforts they put forth to open SR-31 after this natural disaster occurred. Their efforts also extended to others to produce quick delivery of an emergency structural repair contract issued to private sector bidders expediting critical repairs to prevent further erosion at key drainage structures.



Doing What it Takes

The Emery and Mount Pleasant Crews hard at work with the Mastic Machine. Emery spreading mastic at Ghost Rocks, Mount Pleasant potholing rumbles on SR-132.





Dear Mr. Lee... you have some awesome employees!

Mr. Lee

I just wanted to tell you how thankful I am for the work done by Todd Abbott. I transferred to Washington County (Section 12) in February 2012. I have worked all over the stat in the 19+ years with the UHP and have never come across a more professional and dedicated UDOT employee than Todd. He is eager to help with any highway project, incident, or accident. I can see that he is well trained in the logistics of the transportation industry.

I have on numerous occasions had the privilege to work with Todd and he never lets me down. He is the first to call when there is a delay on Interstate 15 and always willing to find a solution to the problem. In my opinion, he is a resource that is of great benefit to the UHP.

Thank you for your time,

Trooper John McMahon, 120

Dear Mr. Nathan Lee

I am writing to make you aware of an exceptional employee Mike Randolph who works as a UDOT employee out of Thompson, Utah.

We had a blow out on I-70 today while towing a boat which was a frightening experience. Thank goodness no other cars were in the immediate vicinity or it could have been much worse. It left debris in the traffic lanes so we called State Patrol to have someone remove the debris before it caused an accident.

Faster than we would have expected Mike showed up to safely remove the mess and then drove up to check on us. We had called Good Sam who was working on getting someone out to help us change the tire but she had not confirmed that someone could come. Mike so kindly offered to change the tire and follow us a while to be sure we would be all right. It was such a relief to be off the side of the highway!

If Mike would not have helped us we would have been on the side of the road for several more hours before help would have arrived. We just can't thank him enough for going above and beyond what we would have ever expected making a positive outcome for us. He is a great ambassador for your beautiful State.

Sincerely,

Julie Boyce & Don Limpus

Grand Junction, CO

This Ain't no Finger Paintin'



Price Paint crew applying thermoplastic markings at Emery rest area.



Leader of the Year

By Kim Manwill

A J Rogers is the Area Supervisor for the north/east area of the Region. He supervises the maintenance stations in Sanpete, Carbon and Emery County. AJ has been with the department 30 years starting as a maintenance worker, working up to a shed supervisor then to his current position.

AJ provides great knowledge and experience at maintaining our roads. His experience allows him to provide insight and solutions to maintenance issues. His input is valuable during construction projects to help head off potential maintenance problems. AJ works hard to insure that the concerns of the maintenance groups are treated fairly while insuring that projects are built to high quality standards.

AJ is a valuable mentor to the shed foreman and the trans techs that work for him. AJ has been a champion of the

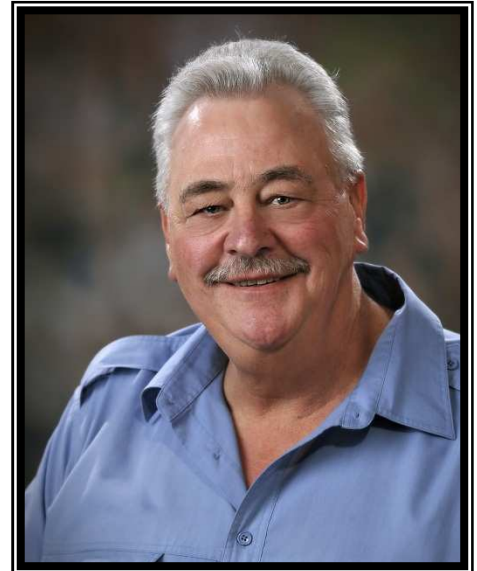
Trans Tech program. He has instilled in his personnel the desire to achieve through encouraging them to participate in the opportunities offered.

Whether in the middle of a Snow Storm or as a member of a QI team, AJ works many long and hard hours. He is always willing to talk with his personnel at any hour to solve problems or answer questions.

He is proficient at administering and maintaining contracts and is an advocate to partnering in all elements of his profession. AJ plays a major role in working with local communities and emergency services. He is quick to evaluate and work with others to provide solutions. He is an advocate for safety and has it as a running item at his supervisor meetings.

AJ is always considerate of others opinions and knowledge. He is a valuable

resource for the department. AJ's personal expression of hard work, honesty, integrity, attitude, knowledge and common sense make him a true leader by example.



Employee of the Year

By AJ Rogers, Shayla Marquardson and Ivan Hartle



Marci Brunson is the Region Maintenance Analyst. She has her hands very full tracking all the work and budgets of the 36 maintenance stations in Region

4. A good analyst is very important to the maintenance stations and Marci has proven to be just what we needed.

In the short time Marci has been in this position she has earned the respect of all station supervisors and area supervisors. They know they can get good trusted advice from her. She is always happy to give advice, research information, find ways to accomplish tasks when budgets are tight, and does it all with a happy face and a very good nature.

Marci has demonstrated exceptional ability in customer service. She has a great talent for immersing herself into her role and becoming a resource for the stations & area supervisors. The region's budgets have been protected and utilized in a very efficient manner. Marci has been the first Analyst in our region to push the blurring of the shed,

area, & district boundaries and continues to encourage stations to combine resources to make our region's maintenance forces more effective.

Marci has been able to learn and understand each of the individual stations, their needs & challenges, and be able to assist the Area Supervisors in working with the stations to develop their processes and budget usage. Marci is an excellent communicator and has been able to use that skill in not only working within her role, but working with the Accounting staff on payables, the other Maintenance Analysts on MMQA, and the Area Supervisor on identify budget utilization on special projects. Marci has also been the primary teacher of OMS in the Region. She is constantly working to teach and help the efficiency of the Foreman, Area Supervisors, and other members of the Administrative Services Team.

Professional of the Year

By Jared Barton and AJ Rogers

Pam Higgins is the Region Archeologist and has a hard job with a never ending list of projects to manage. She is certainly professional in all her job related dealings. She has an especially nice demeanor that makes hard pills go down as if with a little sugar.

Pam is always looking for ways to improve environmental process. She shows concern for the needs of maintenance and is as helpful as possible while sticking to her guns at all times.

Pam is good at remembering past issues and unresolved problems and lets us know where we stand. She has established excellent trust with Federal and State resource agencies and tribes.

The whole world is in a hurry, but I think Pam hears more of it than most of us. It seems that everyone needs her to hurry up and help them resolve issues, or clear areas that may be hard to get clearances on. This has to be somewhat stressful and she handles the stress well.

Pam successfully takes large workloads and always ensures Environmental and Project team success. She has also taken over management responsibilities for the Environmental Project Tracking sheet.

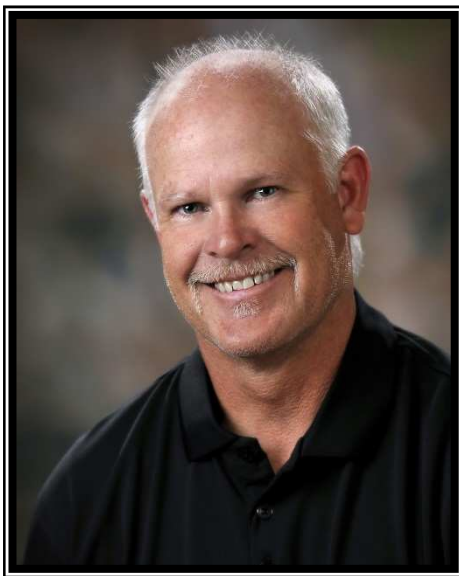
Pam is always eager to acquire new knowledge and skills. She is very honest, creative and practical. Pam is also a great problem solver and a pleasure to

work with.



Career Achievement

By Marci Brunson, Kelly Olson, Kim Manwill and Steve Ogden



Dave Roberts is the Area Supervisor over 5 maintenance stations in the East Central part of Region Four and all 3 paint crews throughout the Region. Dave started his career in 1983 where he began as a construction technician working on the survey crew and inspection. From there he worked his way through maintenance on the paint

crew, as Lead, Supervisor and eventually becoming the area supervisor for the East Central part of Region Four.

This experience has given Dave insight into what is required for the Transportation Technician program, where he has been instrumental in coordinating and mentoring transportation technicians in his area.

Dave maintains his professionalism while being a good team leader and communicator. He is a problem solver and not afraid to blur the boundary lines to help the stations succeed. Dave has great knowledge on the ground and as a leader by staying on top of all his sheds budgets.

Dave has improved the efficiency within each of his sheds; one example being the paint sheds in the Region. Dave has improved efficiency of the paint process through better scheduling and planning. He has also worked to provide better training in maintaining paint equipment and identifying preventive

maintenance alternatives for the paint process. This is a very big deal with the thousands of miles of paint stripes in the area and a limited amount of time to get it all painted. As he moved into the Area Supervisor position he was able to spread his knowledge of highway painting to the entire region, which was a huge benefit to the overall paint program for the Region. He has been successful in gathering data and working to prepare a procurement contract for call out painting, as well as preventive painting projects.

Dave takes a lot of pride in doing a job right the first time. Dave is very proactive and is always looking for ways to improve processes. As an ambassador for UDOT, Dave has participated in and encourages everyone to participate in all training provided by UDOT. He has been a valuable asset to the Department because of his willingness to make the department succeed by working with each of the sheds to help them understand UDOT goals.

Expert of the Year

By Rhett Arnell



Dale Stapley has been the East Area Right of Way Coordinator for 20+ years and has done so very admirably. Dale is the definition of a self-starter, he is willing to go out and own the problems that he encounters. Dale has been the go-to guy in the Price area for quite some time. He routinely is in all parts of his area meeting with various folks,

from private business and land owners to local municipality leaders to elected county officials. In my travels I am always amazed at the number of people who know Dale and that he knows them.

Dale can be seen on any given day assisting a maintenance shed with a land owner difficulty, helping the local irrigation companies find the best places to route their new pressurized systems and assisting grieving family members to erect memorial signs for lost love ones. He is very instrumental in helping Graig Ogden ensure that all the Blue Staking and utility locating needs are met in a timely manner.

Dale has been very instrumental in helping special event permits in his area, especially around Moab. He has helped many of these get off the ground and be successful because of his knack of solving problems and finding fair balances to delicate problems. Dale has assisted these groups by sitting down with them and helping them to understand the department's

needs and how to meet them. He assists them by guiding them through the steps of permit application, traffic control plans and traffic staging. He is well known by the law enforcement community in his areas for his attention to safety and his involving them with these special event permits.

Dale is an independent worker who goes out and gets the job done without being asked. He is always available to those who need him and several have called after hours and weekends knowing he would be available and have a solution. He is an independent thinker and fights for what he feels is necessary. He has been the leader of insurance policy change for permits as well as spearheading the bonding discussions and subsequent changes in the how the permits group obtains bonding for permits.

Dale is a great example of hard worker in the Region. He is admired by his peers and by those with whom he has contact. He is a great ambassador for the Department.

Dixie Drive Interchange

Ray Bentley and his crew, and Washington County Constructors (Ralph Wadsworth and Granite Construction) received the 2012 Excellence in Concrete Award from the American Concrete Institute. A very prestigious and well deserved award.



Engineer of the Year

By AJ Rogers and Robert Dowell

Anne has been with the Department for 12 years and has excelled in her new assignment as the Region Traffic Engineer. Anne shows her professionalism in everything she does. She is always willing to help out anywhere she is needed.

Anne follows through with all assignments she takes on to an admirable degree. If she says she will help you or get back to you or check on something for you, there is no doubt you will hear from her again. Things don't fall through the cracks when she is on the job.

Anne has been a valuable asset at project review meetings. Anne steals the show when it comes to attention to detail and making sure final plans are

professional documents with all the T's crossed and I's dotted.

Anne always has time to assist maintenance with sign projects or safety situations. She will come out in the field and get right in the middle of planning a better way to sign a dangerous curve or the proper placement and wording of sign up-dates etc.

All in all, Anne is personable, helpful, and efficient. She is highly skilled and knowledgeable and certainly deserves her recent re-assignment from assistant to Engineer.

She continues to learn and is a mentor to all in the Region regarding traffic and safety issues. She is an excellent example for all to follow.



Telegraph Street

Bret Sorenson	Lee Thompson
Cameron Gay	Mike Miles
Clayton Wilson	Mike Seng
Devin Monroe	Monte Aldridge
Donna Beagley	Nancy Jerome
Gernice White	Nathan Merrill
Jared Beard	Randy Taylor
Jared Dastrup	Rick Torgerson
Jerry Johnson	Scott Snow
Jim McConnell	Todd Abbott
Kirk Thornock	Troy Torgersen
Layne Slack	

Washington City, 2011

The Telegraph Team was presented with picture books documenting the project by Ron Lenhart, local Photographer, from beginning to end.



Region Four Outstanding Trans Techs



BRIAN SORENSON

Brian is a Trans Tech III in the Gunnison Station. He was one of the earliest Trans techs in the Region to become a Tech III. He has worked on several jobs as chief inspector and has earned the admiration of the R.E.'s he has worked for. That is apparent because they want him back every year, which shows he is good at what he does.

Brian has worked most summers as an inspector for several years. During the rest of the time he is an integral member of the Gunnison Maintenance station, taking on all assignments with gusto.

Brian has filled in as the acting supervisor at times when the station was in need of a leader. He was always very good at keeping his Area Supervisor informed of challenges and successes while riding herd on the daily operation of the station.

A good communicator is vital in this information age, and Brian is one who will communicate in an effective and proper manner. He has been a pleasure to work with.

AJ Rogers



GARY ORTON

Gary is a lead Trans Tech III in the Cedar Maintenance station. He has been assisting the Hurricane Construction Crew as a certified Materials Tech, and lately has been at the forefront in the acceptance of Buy America Certification.

Gary has a Bachelor's Degree in Biology, which gives him the opportunity to assist the Department in the monitoring of endangered species for Construction projects. He has been trained to teach project onsite personnel the proper procedures on how to deal with Prairie Dogs. He also does monitoring and documentation their activities. Gary is only one of three people in the Department qualified to deal with these endangered species.

To assist the Department where needed, he works on construction projects Buy America certification, Materials lab asphalt and soils tests, endangered species environmental commitments, and the Cedar Maintenance Station.

Gary is a great employee who is liked by all. He is always there when you need him.

Ray Bentley and Eddie Pectol



DEVAN MEADOWS

Devan is a Trans Tech III in the Thompson Station. Devan is usually the first one wanted when the construction season comes around. This year, he was assigned to the Moab materials lab where he volunteered to work the not-so-popular night shift. Devan has helped in the lab numerous times and is always commended as being a pleasure to work with and has been complimented on the work he does when assigned to work on construction projects.

While Devan has been working in the Moab field lab, he has displayed exceptional teamwork and an outstanding can-do attitude. Upon reporting to the lab, Devan rapidly familiarized himself with the new equipment and lab procedures. Jumping into UDOT's extremely busy paving season, Devan assisted with running extremely technical tests, ensuring the tests were accurate and properly performed. Devan's team effort and attitude has never faltered, even while working both days and nights. It is always both a pleasure and a reward having Devan in the Lab.

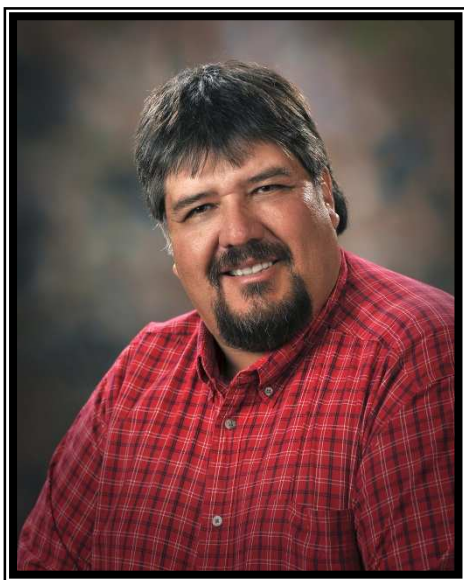
Devan has shown a willingness to go beyond his normal assignments and has

proven to be a valuable member of the team at Thompson Springs. He is looked up to by his co-workers and when assignments are given, he takes the lead to get things done in a timely and efficient manner.

Devan has proven that he can quickly learn to operate any specialized equipment whether it be borrowed from another station or rented from a vendor. He has the mechanical ability to troubleshoot and fix any problem when equipment breaks down on the project, saving the day.

In closing, Devan is the type of outstanding individual that is a natural leader and will excel in his career with the Department.

Patrick McGann, Russell Pogue, Mike Randolph



KEVIN LAMBETH

Kevin Lambeth is the lead Trans Tech III for the Cedar Mountain Station. He has a good understanding of all things electrical and mechanical and can fix just about anything. Because of Kevin's experience with various types of equipment, he has been one of the equipment trainers at the statewide Trans Tech Academy.

After the landslide on SR-14, the station supervisor, Brandon McKinlay, was busy with the extra workload and problems. Kevin stepped up and took over doing all of the supervisor responsibilities on the chip seal crew and he did an excellent job.

Kevin has helped the crews in the West District get their salt brine tanks and plumbing installed, and has been helpful in teaching the crews about the operations on the usage of the salt brine.

Kevin helps Lee Thompson when having problems with the traffic signals and helps with the blue stake locating. Kevin can be called upon when we have signal light problems in the Cedar City area and he has usually been able to get the signals working without having Lee respond from St. George. Kevin makes himself very available and reliable to call on for emergency problems.

He helps a lot in the Cedar office when there are any problems with lights, plumbing, heating, or the lawn sprinklers. He has been the facility coordinator for the old Cedar District and he still gets involved helping the crews with repairs at the stations.

When it comes to construction, Kevin is an excellent inspector and is constantly using technology to simplify the work. Kevin has been one of the main inspectors on the SR-14 landslide repair project and has done an excellent job at enforcing the specifications to ensure that the State gets a high quality product. He has also kept good track of the quantities of material placed and the work completed. He has greatly helped the project to be a success.

Kevin is an outstanding worker with a positive attitude and is fun to work around, he always wears the proper PPE's and is a good example for UDOT. He is always willing to help whenever or wherever possible.

Layne Slack and Sam Grimshaw



ERICK COX

Erick is a Trans Tech III in the Cedar City Station. He was initially hired in 1998 as a survey technician and has kept all his material certifications current.

Prior to UDOT, Erick was a manager in a software distribution center managing 75 full time employees and 300 temporary employees. He chose UDOT because he wanted to spend more time with his family. His father and brother have also worked for UDOT.

He has trained at least a dozen trans techs and has taken every training program available. He has been the chief inspector on many projects utilizing trans techs as assistants. He is active on the snow plan, plowing for St. George, Hurricane, Beryl, Cedar, Parowan and the Cedar Mountain Crew. He has also been on the Chip Seal crew.

Erick himself is additionally trained as an EMT, fire fighter, and HazMat technician. Recently he was instrumental in saving a man's life who had an accident due to a heart attack while in the construction zone by performing CPR and using the AED provided by police officers who responded to the scene.

He is a helpful, knowledgeable, motivated, ambitious fellow, but most of all, he is a hero.

Linda Stewart and Eddie Pectol

Safety Awareness Awards

Josh Miller

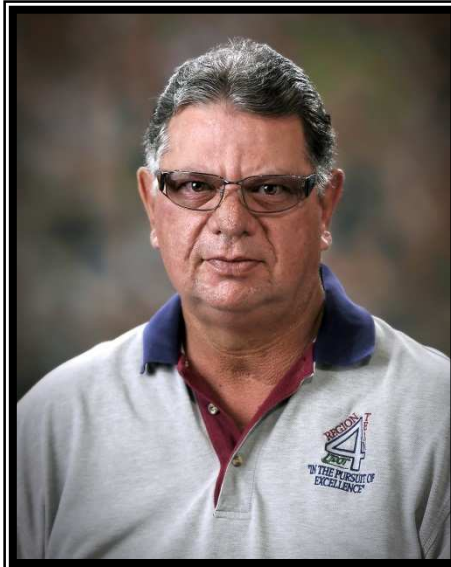


Josh is an integral part of the team. He knows how to run every test and every piece of equipment. He is always willing to help others, and never complains about a task. Having worked in the private asphalt business before he came to UDOT, he is able to give us some good insight into the industry and how the business operates. He is taking care of part of the training side of our shop by monitoring IA's and helping the Trans Techs to get and stay certified in materials testing. He also assists the Asset Management team by operating the coring rig. When coring the road, Josh is always paying attention to safety situations and looking out for other employees and the public as we move from location to location and set up to core. Josh will always go the extra mile to obtain information about the road, determined to get to the bottom of the bridge deck or get a core out of the ground. There are many times when others would have given up and he has continued to work to get the cores out of the ground. Josh is easy to work with and is a positive influence for UDOT. Josh is married to Crissy and has 3 beautiful little daughters.

ters. He loves to ride the hills on his horses and is growing a show lamb business. His sheep have won lots of ribbons in many county and state fairs.

Mike Blotter, Mike Miles

David Johnson



David is the Colton Station Supervisor. He leads the largest crew in the Region year round. He has numerous employees to look after and the Colton station employees have dangerous and rough conditions to work in quite often. Colton maintains US-6 which, at one time, was branded America's deadliest Highway. Dave has effectively led his crew to maintain US-6 and keep it safe. The Colton Station work zones are consistently well set up with traffic flowing properly while the crew works safely cleaning rocks from cuts, or slides from roadways. The Colton crew also plows snow in adverse conditions on a regular basis. David has devised a way to get the work done safely without running his employees extra long hours, by double shifting. This means he has just the

minimum amount of people on each crew to get the job done right, but he always has back up available if one crew or the other gets in trouble and has to over extend.

David makes sure the work gets done by staying on top of the projects in his area. He goes above and beyond by always makes sure all is completed in a safe and efficient manner.

AJ Rogers

SAM GRIMSHAW



As Field Engineer on Lief Condie's UDOT construction crew in Cedar City, Sam has shown exceptional strength and leadership skills in managing projects, technicians and contractors on many projects.

In traveling to and from projects in low light and nighttime conditions, Sam discovered that the personal protective equipment in the form of Class III vests currently in use by the department, and approved by ANSI, blend in with the traffic control devices and traffic barrels used to delineate traffic. Sam has embarked on a personal effort to develop a vest and shirt that will meet ANSI

requirements for total square inches of reflectivity, but with different patterns to delineate the PPE from the traffic control devices.

Sam has been recognized by the Governor and through the UDOT Safety Division for his development and innovation. He has been featured on a KSL news broadcast with Alex Cabrero. His development is so significant and innovative, that he has been recognized in an article published in the national AASHTO Journal on June 15, 2012.

Sam has also accepted the task to de-

termine if the current use of only Orange Hard Hats by UDOT is a safety risk to employees because of elevated temperatures under the hard hat in hot weather areas. He has completed a battery of tests in various ambient temperature ranges and climates to determine if the use of White Hard Hats would lessen the risk of heat exhaustion for employees working in the hot climate areas of the state.

As part of his dedication to safety and innovation, the department has asked him to be on the safety clothing com-

mittee for the department. He will be a great champion for innovation and safety for the department.

Sam is a dedicated and valuable employee, and a great representative for the department and our values.

Jim McConnell



Appreciation from Washington County

Mayor
Rick Rosenberg

City Manager
Edward O. Dickie III



City Council
Jerry Amundsen
Herb Bassa
Matthew J. Ence
Mary Jo Hafen
David Whitehead

October 02, 2012

Mr. John Njord, Executive Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84114-1265



RE: EMERGENCY FLOOD CONTROL ASSISTANCE

Dear Mr. Njord:

On behalf of the residents, staff, and city council of Santa Clara City, I wish to express my profound appreciation to you for the effort provided by individuals within Region 4 who assisted our city during an emergency situation following the breach of a detention basin dam on September 11th.

With the dam out of commission, we found it necessary to construct an open channel to convey storm runoff, that would otherwise be detained by the dam, through downstream neighborhoods and farmland—those already impacted by the flood. The request went out to Region 4 for temporary use of surplus jersey barrier that we would employ, along with sandbags, to provide protection for adjacent property should floodwater enter the channel. Region 4 responded, not only with the requested barrier units, but with labor and machinery to transport and place over 1,000 feet of barrier along certain sections of the channel. A forecasted storm was approaching within days and Region 4 personnel responded quickly to the call. Although the storm did not become severe, the channel was in place and ready thanks to the quick response and cooperation of the UDOT staff.

Jim McConnell and Todd Abbott were especially helpful with the coordination, transport, and placement of the barrier. Of course, Nathan Lee provided the necessary approval. There is certain to be others involved behind the scenes with whom I'm not aware nor familiar. We appreciate all involved.

I thank you expressly for your leadership, example, and support, of local municipalities like ours within the Great State of Utah. With individuals behind you like those in Region 4, the department and the state are in good hands.

Sincerely,

Rick Rosenberg, Mayor
Santa Clara City

2603 Santa Clara Drive, Santa Clara, Utah 84765
Phone (435) 673-6712 Fax (435) 628-7338



The Utah Department of Transportation was presented with a plaque from the Southern Utah Bicycle Alliance for extraordinary efforts to improve bicycle safety on SR-18.



Good Luck Rick

By Nathan Lee

Thanks Rick for your outstanding dedication and service to Region Four. You have made a difference in so many ways. Some of the highlights are:

"Rick is a creative leader who has provided vision to those he leads. Rick has been a driving force in guiding the UDOT in its quest to become a world class organization"

Russell Youd, Horrocks Engineers

INNOVATION

Rick has been an innovator in developing partnerships with developers, land owners and local agencies in financing and leveraging partnerships to fund and construct projects.

ALTERNATIVE DELIVERY METHODS

Under Rick's leadership, CMGC, Design-Build, product procurement and emergency repair contracting methods have been implemented in the Region.

PERFORMANCE MEASUREMENT

Rick has implemented innovative management techniques by focusing his attention on funding mechanisms and cash flow generated from projects. A significant accomplishment is the development of executive dashboards, which provide transparency in government spending and UDOT's project delivery efficiency.

"People use Rick as the poster child on how to do things the right, fastest and most efficient way in order to produce the final project"

Cindy Wright, Project Management

MEASURING FOR SUCCESS

Rick's success is a direct result of his leadership, interpersonal skills, dedication to excellence and the pride and

concern he demonstrates in dealing with individuals. He understands the value of measuring for success. He has repeatedly demonstrated his unique dedication in leading change by developing systems and ways to measure and evaluate progress in UDOT's performance management effort.

"Because of his understanding of the UDOT and the transportation industry, Rick stands out as an invaluable resource to others in the department"

Steve Quinn, Director of Electronic Systems

DEVELOPING ELECTRONIC MANAGEMENT TOOLS

Rick developed a tracking tool called an Active Project Summary Report

"Rick has led the Utah Department of Transportation in project delivery. Through his vision of "what could be" he has helped develop the tools, been a teacher to both our employees and our consultants, and implemented the policies and procedures to take project delivery to a new level. When it comes to delivering a program of projects, we all look to Rick as to how it should be done "

Carlos Bracerias, UDOT Deputy Director

within the states' Electronic Project Management system (EMP) that helps everyone identify risk areas. This tool allows managers and/or employees to be fully informed of the funding status of any project immediately without having to perform additional work.

MAXIMIZING TEAMBUILDING AND TALENTS

"Dedication to doing the best he can at whatever he is working on results in Rick always being at the forefront of new innovations"

Monte Aldridge, Pre-Construction

"Without Rick's efforts, we would not be where we are today, and he continues to strive for more improvements"

Clayton Wilson, Project Manager

Rick always seeks better ways to improve his team and utilize their experience. He has developed a Core Competency database that identifies the strengths of a person's project experience and the area of growth needed for each employee. Employees can use it as a support network to find assistance in a particular area.

MENTORING OTHERS

Rick has taken the opportunity to be a mentor and give back to the state by overseeing the Region's Rotational Engineering Program. He personally oversees the hiring of new engineers and mentors them with a plan that will develop their skills and training in a variety of engineering experiences.

AMBASSADOR FOR UDOT

Rick possesses a rare attribute as an engineer and a leader with his ability to assess a situation and develop an understanding of why and how something needs to be done before simply engineering a solution.

COMMITMENT

"Leaders that achieve ultimate satisfaction in their work and the eyes of their peers often are mentors and give back to others in personal ways that make a difference. Rick is that type of leader"

Nathan Lee, Region Director, UDOT

Rick gives 100% with everything he undertakes. His optimistic leadership style makes others "love to come to work!" His value within UDOT and throughout the state has been noticed. Rick displays an uncompromising degree of integrity and commitment.

It's Not as Grimm as it Looks

By Kevin Kitchen



They say you don't know what you've got until it's gone. This became reality for a broad variety of travelers dependent on state Route 14 just over one year ago.

Like a fairy tale when the clock strikes twelve, Earth's eon old geological clock chimed midnight for state Route 14 in Cedar Canyon. (Actually it was probably after midnight and as late as 5 a.m., but it certainly was dark.) The magic was gone. No fancy carriages just smashed pumpkins.

A single tick-tock of Mother Nature's clock can cost the rest of us weeks, months or even years to catch up. Recognizing what we could control when we felt we had comparatively little control helped to keep a natural disaster from becoming a more widespread economic disaster.

Rebuilding something often challenges the assumptions used to create it in the first place. That's what makes the Restore 14 project such a great case study. Road alignments, alternate routes, environmental sensitivities, construction methods, geologic explanations, were all challenged both internally and externally. To UDOT's credit a landslide repair constructed nearly two decades earlier and located immediately adjacent to the main slide held its ground. The fundamental engineering principles held true and a similar solution emerged, but a newer approach to project delivery and recognition of

user costs significantly reduced the impact even while the slide area proved more complex.

The Restore 14 project was significant beyond the surface. Geologists sought to identify a subterranean slide plane, but this movement of mass also forced UDOT to drill down on design, construction, maintenance, mobility, financial and communication processes, to sample core competency, to test the mix-design of team composition, and perhaps most important to realize that transportation is about moving forward. It's not simply the pavement, slopes, and traffic that have been restored, but also public trust, employee strength, teamwork, and economic vitality.

When the earth moved on October 8th, 2011 safety was the first assessment. A 30-foot high headlight beam in the dark only showed a fraction of the danger and magnitude, but a wise maintenance station supervisor backed off, blocked off, and communicated. He understood his environment and his place in it and then acted accordingly. Daylight proved this was the right thing to do and before the sun could spread light on the matter initial messages were reaching critical users on the mountain and cabin owners outside of the state. It is remarkable that on the opening day of a hunt in Utah's mountains no-one was injured or trapped.

Ground Zero: That's what it looked like and that was the amount of

project funding available to attack it, zero. The region jumped in, spending limited contingency funds to measure the mountain and position people.

Maintenance, construction and traffic teams contributed ground support, prepared alternate route options, devised snow plans and facilitated mobilization of drilling rigs. Proposals were packaged to pursue funding sources and at the same time spare projects scheduled on other transportation routes. Proposals were also solicited to bring private sector construction expertise and equipment to the design table. On-call contracting provided aerial survey to quickly make the massive measurable. The region's internal survey team put their boots to the soil to capture the complexities associated with the vertical terrain. The measurements were fed to an information hungry design team who in turn set aside holiday time and took the task of determining options, time frame and costs to feed to an equally hungry leadership team and public.

Original estimates showed a massive spill of approximately a million-and-half cubic-yards of material. Construction teams would need to move at least a million cubic yards to rebuild the road. The management of risk quickly became a key component of all processes. Chasing a slope cut could dramatically run up costs due to the volumes of material. The ability to move money may not keep up with the ability of costs to spiral out of control. Also, the greater the volume, the more likely any fix, even if funded, would slip into multiple construction seasons at an altitude and geography that doesn't offer much wiggle room on the construction clock. Designers adjusted. In conjunction with a CMGC delivery method, UDOT plugged in a time-compressed value-engineering process to help keep the numbers in check. Designers adjusted. The contractor, the design team, and an inde-

It's Not as Grimm as it Looks Continued...

pendent cost estimator used weekends to crunch numbers. Geotechnical analysis trickled in. Designers adjusted.

While the public owns the road, much of the mountain replacing it migrated from private property and private property would be traversed to fix it. Right of way risks also contained potential time and budget killing complexities. Designers adjusted. The slide created a new pond. Separation of water and soil would determine stability. Peak stream flows could run counter to a short construction window and any water work could also cost precious permit processing time. Designers adjusted. Environmental managers shepherded the remaining required permits to ensure timely delivery with the aid of federal agencies.

Moving a mountain was not the only risk. Simply moving traffic around the closure required attentive message detail from ground-level VMS to air-level media including road signs, a kiosk, fliers, online services, email, phone calls and live radio broadcasts. The wrong message could send travelers a hundred miles out of their way, put freight on a snow covered canyon pass, or create economic disaster for tourist dependent communities already in the midst of a global economic downturn.

The closure created real im-

pacts for emergency responders, business owners, work commuters, livestock owners, land owners, cabin owners, tourism, hunters, recreational users, forest and federal land managers as well as education facilities, many needing tailored information to plan for the long-term.

A cooperative framework between local and federal government agencies, tourism and businesses sustained efforts to contain this natural disaster from spawning a greater one. We credit one of UDOT's former employees, turned public official and recently deceased since the completion of the project, for providing an understanding of construction realities to local communities while simultaneously advocating in their behalf. This provided a credible local channel for project communication.

What goes up eventually comes down. Construction workers perched beneath 90-degree cliff walls accelerated the natural gravitation process by scaling rocks and dirt from upper earth-laden slopes and dumping them below the new road alignment to serve as a buttress. It's reminiscent of the same shift of load that hits most people somewhere beyond age 40. Aging and



sliding inherently match. Perhaps an overly simplified description of what's happening on the 14 corridor is that Cedar Breaks National Monument wants to become a part of Zion National Park. As if gravity weren't enough, oversized jack-hammers pummeled large boulders as an alternative to blasting. This provided a safer work zone, a work rhythm similar to a wood pecker, and a stone material mix to further contribute to soil stability. Initially the project looked more like a mining operation than a road project but as massive loads traversed the new alignment their weight contributed much needed compaction over the churned debris.

As businesses assessed their ability to survive long-term, the project schedule was once again scrutinized. More immediate access would be needed to keep economics from flat-lining. Some livestock owners felt most at risk. Freight and passenger passage was still impossible. Much like the steep canyon walls, a misplaced schedule cut could actually backfire and jeopardize the construction season, escalate project costs and send local business into a long-term tailspin or demise.

Road users could not get a first hand look at the severity of the slide. Even those working on it could not see around the bulge from one end to the other. Cell phone signals are non-existent in the canyon. Field crews filled the gap by sending photos when



It's Not as Grimm as it Looks Continued...



repaired the main landslide. East of the main slide an additional road segment slated for repair collapsed with saturated soils. The construction crew was able to rebuild this segment in less than two weeks keeping a public commitment to make passage on the corridor a reality prior to deadline. A slope further west of the slide identified at risk during design and ad-

ressed early in construction moved just as the first paving operations were beating deadlines for opening the corridor. The movement exposed a coal seam to broad daylight, broke a water pipe supplying Cedar City and put an end to paving of the last short section of road.

they returned to the office and fielding questions. An anxious citizenry had to trust their public servants while they worked toward poking a passage through the slide and opening a window to the public through satellite. The dangerous environment limited night work. The constant rolling of boulders and truck crossings also conflicted with running traffic through the project. Maintaining traffic under such work conditions could prove deadly and greatly decrease the time-critical flow of hauling earth. UDOT and the contractor once again hit the drawing table to preserve the earth-moving cycle and synchronize the timing of remaining corridor repair jobs further up the canyon, but also to open up a workable business, livestock and tourist traffic stream each morning and evening as well as on the weekends.

Shifting traffic to the daytime as originally planned would now be subject to remedying this new slide. The corridor opened to limited traffic ahead of schedule, but motorists were required to travel through a short dirt road segment before hitting the new pavement. While dozers crawled up to the cliffs once again to shift upper loads to lower terrain, geo-techs renewed slide monitoring for the west end. Calculations to move this new slide rolled in at more than 300-thousand cubic yards. Fortunately, design efforts to cut time and the volume of the main slide from over one million cubic yards to the 400-thousand had also provided space to place this new slide material.

With daytime passage now impractical, once again the contractor and UDOT adjusted. Other corridor fixes that would impact traffic after the daytime opening were switched from a night construction schedule to a daytime schedule with work now spread over a distance of eleven miles. The construction crew worked to simultaneously rebuild the road over an old CCC Tunnel, and construct a 200-foot soldier pile

wall where maintenance crews feed a perennial asphalt swallowing depression.

The bottom line is UDOT in partnership with a qualified contractor and various community groups delivered and did it in an innovative way that has provided a product better than that with which we began. Skeptics have witnessed that despite a second movement that required nearly as much volume of earth to be moved as the first slide and also with additional corridor degradation we still delivered on time with significant cost savings while providing a critical transportation link to a broad range of users.

All construction tends to require adjustments, Restore 14 seems surreal. Fortunately, unlike dreams and fairy tales UDOT has a vivid record of what transpired and while questions remain regarding Mother Nature's next move, the department is now geared with greater innovation, communication, dedication and experience. Restore 14 shows things can be better in the end. Maybe there are such things as mice to men, glass slippers, and having a ball.



Region Four Rodeo Winners (in order of importance)

By Dave Babcock

LOADER

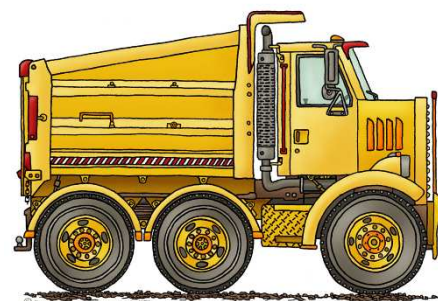
Jayson Cluff	Moab
Curt Flanigan	Beryl
Robert Young	Salina
Colby Hunt	Beryl
Devan Meadows	Thompson
Von Bowerman	Thompson
Pete Johansen	Huntington
Phillip Merancio	Hanksville
David McKee	Emery
Tony Cook	Colton
Zeb Wignall	Gunnison
Ronnie Albrecht	Hanksville
DeLynn Crofts	Kanab
Matt Rhodes	Parowan
Wess Walls	Huntington
Brady Roberts	Sevier
David Burton	Parowan
Danny Brotherson	Colton
Tate Weber	Emery
Shauna Ellis	Colton
Randy England	Delta
Clyde Fish	Colton

BACKHOE

Zeb Wignall	Gunnison
Colby Hunt	Beryl
Devan Meadows	Thompson
Robert Young	Salina
Curt Flanigan	Beryl
Jayson Cluff	Moab
Von Bowerman	Thompson
Brady Roberts	Sevier
Ronnie Albrecht	Hanksville
Matt Rhodes	Parowan
David McKee	Emery
Clyde Fish	Colton
David Burton	Parowan
Pete Johansen	Huntington
Wess Walls	Huntington
DeLynn Crofts	Kanab
Tony Cook	Colton

TRUCK

Von Bowerman	Thompson
Curt Flanigan	Beryl
Tony Cook	Colton
Robert Young	Salina
Ronnie Albrecht	Hanksville
Brady Roberts	Sevier
Colby Hunt	Beryl
Dwayne Schoenfelder	Green River
Jayson Cluff	Moab
Zeb Wignall	Gunnison
David McKee	Emery
Randy England	Delta
Phillip Merancio	Hanksville
Tate Weber	Emery
Wess Walls	Huntington
Pete Johansen	Huntington
David Burton	Parowan
Shauna Ellis	Colton
Devan Meadows	Thompson
Clyde Fish	Colton
Matt Rhodes	Parowan



Overall Champion:

Curt Flanigan	Beryl	1030 points
Robert Young	Salina	995
Von Bowerman	Thompson	995
Jayson Cluff	Moab	965
Colby Hunt	Beryl	960

Eligible to participate in Statewide Finals:

Curt Flanigan	Beryl
Zeb Wignall	Gunnison
Robert Young	Salina
Von Bowerman	Thompson
Jayson Cluff	Moab
Colby Hunt	Beryl

Project Delivery

by Rick Torgerson



Wow what a year for project delivery. As the construction season winds down I hope the focused efforts put forth on maintaining traffic through

construction zones paid off. With all these projects now complete (or nearly complete) our many employee's and the traveling public are enjoying smooth and safe travels.

For the past state fiscal year Region 4 produced 64 projects for top in the state honors. The group delivered 50 projects (78%) on time or early which just missed the statewide goal of 85%. Some notable projects in the Region delivered this past year include:

- ⇒ **SR-10; Ferron to Rock Creek (Clayton Wilson)**
- ⇒ **I-15; Dixie Drive Interchange (Dana Meier)**
- ⇒ **I-15; Black Ridge (Scott Goodwin)**
- ⇒ **SR-14 Slide Repair (Daryl Friant)**
- ⇒ **US-191; Moab to Potash Road (Rustin Anderson)**
- ⇒ **I-15; Holden to Scipio (Troy Torgersen)**
- ⇒ **I-70; Clear Creek Canyon (Aaron Wall - Consultant)**
- ⇒ **SR-118; Bus Barn Turn Lanes (Kerry Savage)**

Next year is shaping up to be nearly identical to 2012. Current projection of 60-65 projects are expected to be delivered for the 2013 construction season. Some notable projects being worked on now for construction next summer are:

- ⇒ **SR-18; Bluff Street Thru Turns (Branden Anderson)**
- ⇒ **SR-7; Southern Parkway 3A and 4A (Dana Meier)**
- ⇒ **I-15; Exit 8 DDI Interchange (Kim Manwill)**
- ⇒ **US-89; Kanab Main Street (Nancy Jerome)**
- ⇒ **US-89; Panguitch Visitor Center (Kerry Savage)**
- ⇒ **I-15; Manderfield Bridge Replacements (Troy Torgersen)**
- ⇒ **US-6; Skyview to Tucker (Clayton Wilson)**
- ⇒ **SR-289; SUU College Loop (Aaron Wall - Consultant)**
- ⇒ **US-191; Pavement Rehab various locations (Rustin Anderson - Consultant)**

These projects are focused to deliver tangible results for our customers. On time delivery and great project management will ensure department success for these projects as well as the many others not listed. Buckle up and enjoy the ride.

Thank you for all those involved in making this historic number of projects a success.

Waco Lund giving the first day safety tool box meeting prior to chip



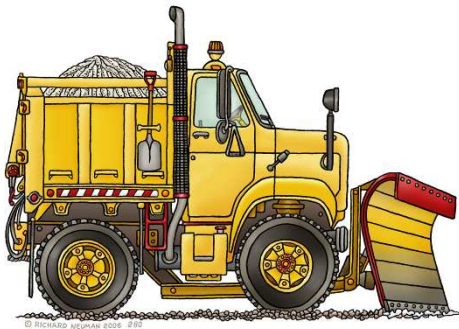
Hunting Canyon Flood Crew taking a well deserved break for a picture and a laugh



Thank you & Stuff



Antelope water at Thompson Station



Move the deer crossing to where there's less traffic

A lot of deer get hit by cars west of Crown Point on U.S. 231. There are too many cars to have the deer crossing here. The deer crossing sign needs to be moved to a road with less traffic. - **TIM ABBOTT, CROWN POINT**



Dear UDOT,

I am the store manager of the Bloomington Walmart near I-15 exit 4 in St. George. I wanted to write and say thank you for the evident focus you have placed on maximizing traffic flow on I-15 with the exit 5 road construction. When the project was announced concerns arose that it would effect our customers access to the store.

Please let the project managers know that by keeping both lanes of the freeway open the store has not decreased in our customer count or total sales. In fact, in our market which consists of 8 stores that extend from St. George to Vernal, our store produced the highest sales increase for the 4th quarter (Nov-Jan) and our customer count is up verses last year.

It has been a challenging 3 months for our community not only with the increased construction surrounding our area but also with the economy and recent flood activity in the area. Our Walmart store thanks you and your people for demonstrating your focus towards our community and customers.

Sincerely,

Jacob D Miner

Store Manager

Walmart Store 3220



To all the hard-working crew members at Kiewitt—and UDOT—a huge "THANK YOU" for all your hard work on re-building Utah State Route 14. We've followed your progress through your updates and photos and appreciate always having the new info in a timely manner. You truly are Rock Stars. Keep up the good work and stay safe.

Barbara MacDonald & Gordon Carey



Subject: Hwy 143 road closures

Jim,

Thank you for your call this morning to discuss the recent weather related closures of Hwy 143. We have appreciated your department's additional equipment and manpower working to keep the road open as much as possible over the winter season with the subsequent closure of Hwy 14. Judging from the increased traffic, we recognize that this has become an important route for motorists traveling between I-15 and the east end of Hwy 14.

It's my understanding that UDOT has received complaints on the few short occasions when weather has become so overwhelming that the UDOT and Brian Head officers have decided to close the road. It is easy for people to misunderstand how dire the weather conditions are on top when little or no weather is visible from Parowan or further up.

For example, just last night it was sunny in the valley while UDOT, Brian Head Marshals', and many other agencies worked tirelessly in extremely dangerous whiteout conditions to rescue nearly one dozen stranded motorists before the gates were closed. I have personally been involved in similar rescue operations where the road can become impassable in minutes.

We appreciate that UDOT had the road cleared and opened by 8:45 a.m. this morning. While diverting traffic for a little over 12 hours seems like a burden to some, we recognize the efforts that it took to accomplish this.

We trust that you and your superiors will continue to rely on the judgment of the professionals at the scene when they determine that conditions have escalated to the point of closing the road. We hope that the communication to the general public will be that the road is unsafe for public travel in spite of the conditions that they are currently witnessing. The temporary message board located at the mouth of Parowan Canyon is doing a good job of relocating motorists to safer routes in these circumstances.

We look forward to the continued cooperative effort to keep Hwy 143 a viable route, weather permitting. We hope that everyone involved shares our values that it would be tragic to put any lives in danger when extreme weather conditions warrant a closure.

Sincerely,

Bryce Haderlie

Brian Head Town Manager

November 18, 2011

Utah Department of Transportation
Cedar City District Engineer

Subject: Culvert Repair 200 South 700 West Parowan, Utah

Dear Sir,

I would like to express to you a Letter of Appreciation for the response your office provided on the culvert repairs in Parowan.

I commend the coordination between the State DOT staff and employees and Parowan City Mayor, City Manager and staff for their efforts on this matter.

Please extend my Thanks on a job well done!

Sincerely,

Roger Robinson
232 South 700 West, Parowan
435-477-3402

cc: Mayor, Parowan City
City Manager

RECEIVED



2012 Region Picnic

